

WRITTEN STATEMENT OF INCIDENT / ACCIDENT

Date: 12/10/22

1. Pilot in Command: ☒ Student Pilot: ☐ Passenger: ☐ Witness: ☐ [Place Check Mark]

2. Place of incident (accident): HAWKINSVILLE Date: 12/09/22 Time: 2100

3. Type of Aircraft: PA-44-180

4. Identification / *N* Number: N160PT

5. Name: RAJESH KUREDA

6. Street / P.O. Box: [REDACTED]

7. City: OWASSO State: ONTARIO

8. Telephone: H: [REDACTED] C: [REDACTED] Other: [REDACTED]

9. Occupation: STUDENT - BARRY-BIDDLE

The person identify on line 5 above was asked to write in his / her own words what Happened.

RECREATIONAL FLIGHT KTMB-KMCN ON AN IFR FLIGHT
PLAN. FLIGHT WAS PLANNED FOR 3HR 15MIN.

ORIGINAL CLEARANCE - CLEARED TO KMCN / RADAR VECTORS MIAMI
DEPARTURE - DEPARTURE - DHD - THEN AS FILED / 2000 FT - 8000
IN 10 MINUTES.

IN REALITY THERE WAS A FAIR BIT OF CONFUSION AT THE ATC
REGARDING MY DESTINATION - I WAS SENT OFF ALMOST 40 MILES
OF COURSE AND ONLY WHEN I ASKED AFTER A BIT OF PAUSE
WAS I SET BACK ON COURSE.

ACCORDING TO THE ORIGINAL FLIGHT PLAN THE ESTIMATED TIME
WAS APPROX 3HR 15MIN AND WITH FUEL FUEL THE ESTIMATED
RANGE & ENDURANCE WERE APPROX 600 NM AND 4.5 HRS WITH
0.45 MIN RESERVE.

[REDACTED]
Signature

[REDACTED]
Aviation Safety Inspector

Attached Sheet 105

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THE DELAY CAUSED BY THE CHANGED ROUTING HAD INCREASED THE DURATION OF THE FLIGHT. I KEPT A VERY CLOSE WATCH ON 3 INDICATORS - FUEL GAUGE - FUEL REMAINING ESTIMATES IN THE ON BOARD GARMIN GPS THAT WAS SET UP FOR A CONSERVATIVE 20 GAL/HR FUEL CONSUMPTION.

THE CLOSER I GOT TO MY DESTINATION THE MORE AT CRUISE ALTITUDE WAS A MIX OF BEN AND CUC. MY ENTIRE FOCUS WAS KEEPING MY FLIGHT PATH AND AROUND 4 HRS OF FLIGHT TIME I STARTED LOOKING FOR ALTERNATE TO LAND AT. HOWEVER, THE IMC CONDITIONS KEPT ME MORE FOCUSED ON MY FLIGHT PATH.

AT SOME POINT, SHORTLY AFTER, MY RIGHT ENGINE STARTED SPUTTERING - I HAD UNCOMMANDED YAW TO THE RIGHT SIDE - I DECLARED EMERGENCY - REQUESTED ATC ASSISTANCE - WAS INITIALLY ADVISED ABOUT AN AIRPORT 2 MILES FROM WHERE I WAS - BEGINNING TO LOSE ALTITUDE I COMMANDED PROCEDURES TO SECURE THE RIGHT ENGINE TO REDUCE DRAG. JUST AS I DID THAT, THE LEFT ENGINE STARTED SPUTTERING - THIS TIME I WAS SURE THAT IT WAS FUEL EXHAUSTION - ATC INFORMED ME ABOUT SIA - I PROGRAMMED THAT INTO MY GPS AND WENT DIRECT. ATTEMPTS TO SWITCH FUEL ON FAILED - IT WAS CLEAR THEN THAT I HAD TO ~~DO THE~~ ^{LAND}


Signature


Aviation Safety Inspector

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WOULD BE PUTTING THE AIRCRAFT DOWN SOMEWHERE
OTHER THAN AN AIRPORT - I TURNED TOWARDS THE
DARKEST LANDSCAPE SO AS TO AVOID ANY COLLATERAL
DAMAGE TO PEOPLE ON THE GROUND - I MANEUVERED
TO THE BEST OF MY CAPABILITY AND VISIBILITY IN
THE DARK AND MOMENTS BEFORE IMPACT EXTENDED
MY LANDING GEAR TO BE ABLE TO REDUCE SPEED
AS MUCH AS POSSIBLE PRIOR TO IMPACT.


Signature


Aviation Safety Inspector